

TOPIC Brandenburg-Briest AirfieldEVALUATION see below PLACE OBTAINED [redacted] 25X1ADATE OF CONTENT 6 January to 2 February 1953DATE OBTAINED [redacted] DATE PREPARED 18 March 1953REFERENCES 25X1APAGES 4 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto

REMARKS

SOURCE

25X1X

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- ☐ 1. The following observations were made at Brandenburg-Briest airfield between 6 January and 1 February 1953:

6 January. At 9 a.m., two planes of the alert flight took off. The ceiling was at an altitude of 600 to 800 meters and visibility was limited to 2 km. Another MiG-15 practiced flying between 12:30 and 12:45 p.m.

7 January. There was no air activity. It snowed throughout the day. After 3:30 p.m., about 120 soldier removed the snow from the runway.

8 January. At 9:30 a.m., two MiG-15s took off and practiced flying for about 20 minutes. There was a visibility of more than 2 km. A plane [redacted] was observed aloft at about 12:30 p.m.

9 January. There was no air activity. The ceiling was at an altitude of more than 2,000 meters. Six alert planes were parked at the east end of the runway. During the morning, the engines of the planes parked near the flight control building were started.

10 January. There was no air activity. Visibility was poor.

11 January. No flights were made. At 7:30 a.m., six alert planes were parked at the runway and 12 additional canvas-covered MiG-15s were in front of the flight control building.

12 January. During the morning, no air activity was observed. There was thawing weather and a visibility of 2,000 to 3,000 meters.

13 January. There was no air activity while it rained and snowed.

14 January. Between 12:10 and 12:35 p.m., a MiG-15 of the alert flight practiced flying. As usual, the alert flight consisted of six planes. Additional 15 to 20 MiG-15s were parked in front of the flight control building.

15 January. There was no air activity throughout the day, although the engines of some MiG-15s were started in front of the flight control building between 11:10 and 11:40 a.m.

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SECRET [REDACTED]

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16 January. No air activity was observed. It has snowed during the night. Between 10 and 10:30 a.m., three soldiers were strewing reddish salt or sand on the runway. The runway was free of snow at about 2 p.m.

17 January. During the morning, there was no air activity. The ceiling was at an altitude of 300 meters and visibility was limited to 2 or 3 km. The alert flight of six planes was parked at its previous dispersal area in Jagen (forest-subarea) 31.

19 January. In the morning, it drizzled and the ceiling was at an altitude of 300 to 400 meters. After 1 p.m., there was a scattered cloud base and sunshine. At 3:10 p.m., truck [REDACTED] occupied by about 20 officers and soldiers, moved from Goerden to the field. At 3:40 p.m., some MiG-15s were towed from the flight control station to the runway. At 4:30 p.m., two additional trucks, [REDACTED] proceeded from Goerden to the field. Air activity started at 5:30 p.m. and eight take-offs and landings were made up to 8:40 p.m., while the southern side of the runway was lighted.

25X1B

25X1B

22 January. Between 10 a.m. and 6 p.m., there was no air activity. It was raining and the ceiling was at an altitude of 200 to 300 meters.

23 January. At 1:35 p.m., six MiG-15s of the alert flight and 16 other MiG-15s were parked beside the runway, while three MiG-15s were left at the dispersal area near the flight control building. At 4 p.m., air activity commenced. Fourteen take-offs and landings were counted. The ceiling was at an altitude of more than 1,000 meters and there was visibility of more than 4 km.

24 January. There was no air activity.

25 January. Between 11:30 a.m. and 5 p.m., there was no air activity during partially sunny weather. Visibility was limited to about 2 km. At 11:20 a.m., 19 MiG-15s were parked at the runway beside the alert flight consisting of six MiG-15s.

26 January. At 8:10 a.m., air activity commenced at the field. It continued after nightfall. On this day, 25 MiG-15s and type-29 planes including those of the alert flight were counted.

27 and 28 January. There was no air activity. At 12:30 p.m. on 27 January, the engines of two MiGs of the alert flight were started.

29 January. Between 1 and 1:50 p.m., the alert planes [REDACTED] were observed aloft during raining weather. There was a visibility of about 2 km. During the rest of the day, no flying was practiced.

25X1

30 January. There was a scattered cloud base at an altitude of about 3,000 meters and a visibility of more than 5 km. At 10:30 a.m. the high-pitched sound of sirens was heard for about five minutes, from the billeting area in Goerden. Upon the sound, four trucks occupied by EM and officers, two sedans and one personnel carrier proceeded to the field. At 10:50 a.m., three alert planes took off in a western direction, while three other alert planes subsequently turned to the wind direction and took off in an eastern direction. In the mean time, the planes parked in front of the flight control building were started and taxied to the runway. Fourteen aircraft took off in elements of two; eight of them took off in a western, and six in an eastern direction. Five MiG-15s were left at the flight control building. When the planes of the alert flight landed again the five

SECRET [REDACTED]

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SECRET

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MiG-15s left at the flight control building [redacted] taxied to the runway and also took off. Those aircraft which had landed rolled to the flight control building and were refueled there. Subsequently, they took off again, so that 36 take-offs were made by 1:15 p.m. [redacted]

[redacted] After the sounding of the alarm signal, it was made fairly difficult to approach the field due to the patrolling of the sentries in Jagen (forest-subareas) 28 and 39. At 11:05 a.m., a landing was made by a Yak-11 plane which took off again at 2:30 p.m.

31 January. At about 11 a.m., a MiG-15 [redacted] was aloft. There was no other air activity. The weather was cloudy and visibility limited to 3 km.

1 February. There was no air activity during rain and snowfall. Visibility was very limited. ¹

2. On 23 January, construction work was observed being started in the lane between Jagen (forest-subarea) 21 and 12. It served to build a radio installation, which was completed by late January and included two masts about 50 meters apart with pivoted crossbars on top. ²

3. At 12:35 p.m. on 26 January, two jet fighters took off at a very short interval. There was a 2/10 overcast and a visibility of about 10 km. At 1:25 p.m., an element of two planes was observed taking off.

4. On 27 January, 11 shrapnelproof aircraft revetments were identified in the southwestern curve of the taxiway. Four other revetments were located directly east of the flight control building.

5. Documents found north of the waterworks included: ³

a. [redacted]

b. [redacted]

c. A list with numbers of rifles and submachine guns.

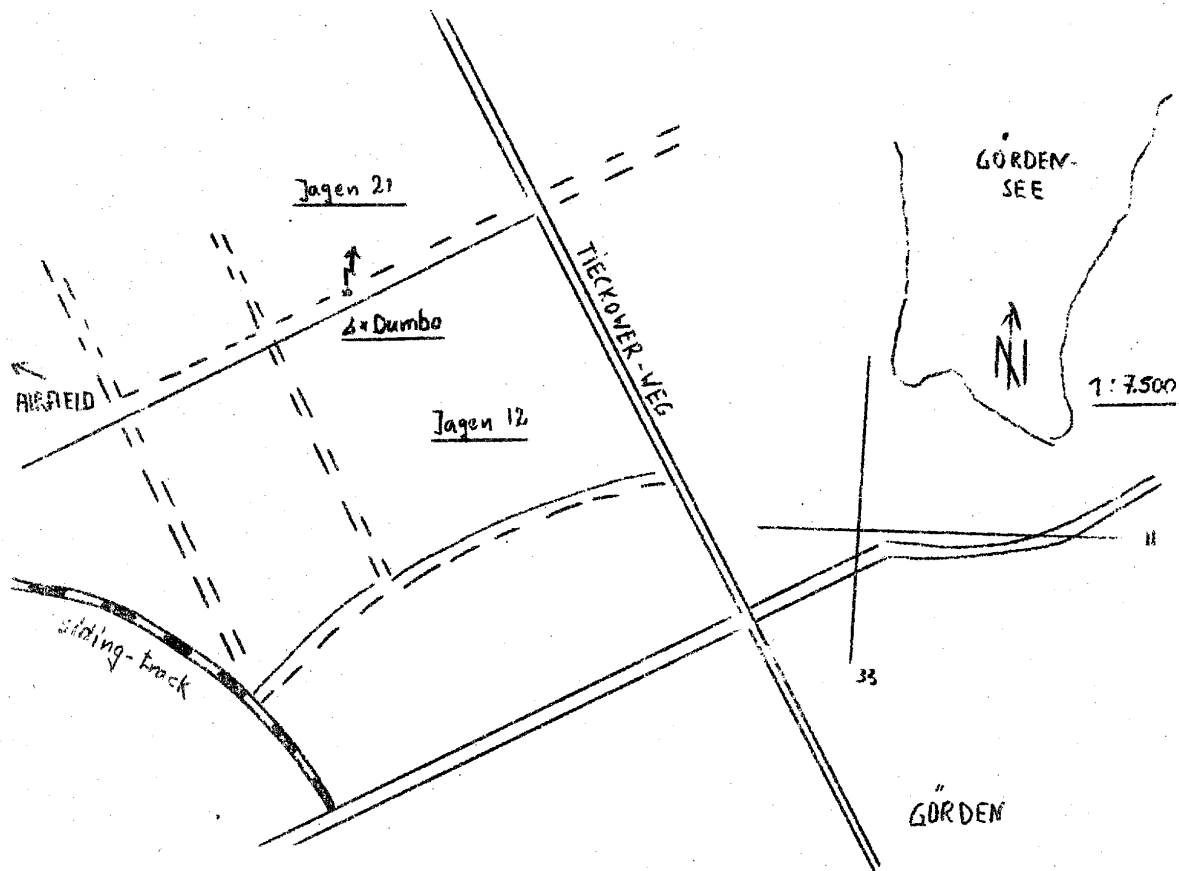
1. [redacted] Comment. One fighter regiment equipped with about 25 MiG-15s is stationed at Brandenburg-Briest airfield. The intensive air activity observed on 30 January 1953 is believed to have been an alarm practice.

2. [redacted] Comment. For locations and type of the radar set, see Annex . The station may include two Dumbo sets and source may have overlooked that section of the antenna which pointed to him. No radar sets were observed previously at Brandenburg-Briest airfield.

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Location Sketch of Radar Set at Brandenburg-Briest Airfield



Radar Set

